

Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP *VICTORIA*,
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and take immediate delivery of
their Goods from the Steamer.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 11, 1897. 496

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamer *Albatross*, Captain Matsen,
having arrived from the above Ports,
Consignees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Optional cargo will be forwarded unless
notice to the contrary be given before Noon
To-morrow.

Any Cargo impeding discharge will be
landed into the Godowns of the Hon-
orable & Messrs. W. & A. G. Goss, Ltd., and
stored at Consignees' risk and expense.
No Claims will be received for Goods
which have been landed, and all Goods
remaining undelivered after the 15th inst.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 15th inst. at 3 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.
Hongkong, March 10, 1897. 456

NOTICE TO CONSIGNEES.

S. S. *AGLATA*.

THE S. S. *Agata* having arrived under
average Consignees are hereby informed
that a GENERAL AVERAGE Bond must
be signed and a deposit of 15 per cent.
made on the arrival of the Vessel of the Cargo
previous to countersignature of Bills of
Lading. The Average Bond is lying at the
Office of the undersigned for Signature.

SIEMSEN & Co.,
Agents.
Hongkong, March 10, 1897. 457

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER *ROSSETTA*.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
mentioned Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns of
Messrs. W. & A. G. Goss, Ltd., and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consignment
will be sorted out by Mark and
delivered to be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:
From London, Calcutta, S. S. *India*, and
Parramatta, from Penang, S. S. *Agata*,
S. S. *Agata*, and S. S. *Agata*,
Optional Goods will be landed here
unless instructions are given to the contrary
before 4 p.m. To-day.

Goods not cleared by the 14th inst.
at 4 p.m. will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

All Damaged Packages must be left in
the Godowns and a certificate of the damage
obtained from the Godown Company,
within ten days after the vessel's arrival
here, after which no Claims will be re-
cognized.

H. A. INTONHO,
Superintendent.
Hongkong, March 8, 1897. 471

INSURANCES.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1896,
£12,433,131.

Authorized Capital, £25,000,000.00
Subscribed Capital, £25,000,000.00
Paid up Capital, £25,000,000.00
Reserve Funds, £2,601,016.2.9

HAVING been appointed Agents of the
above Company we are prepared to
accept European and Chinese RISKS at
Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 23, 1896. 1547

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne
A.D. 1714.)

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,900,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed
AGENTS of the above Society in Hong-
kong, are prepared to issue POLICIES against
FIRE on the usual terms.

HARRY WICKING & Co.,
Agents.
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THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(SUBJECT TO ALTERATION.)

CHITKAONG.....[Saturday] 20th March.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND OREGON AT THROUGH RATES.

The Steamer *Chitkaong*,
will be despatched hence
for VICTORIA, B.C.,
and PORTLAND, OREGON, via KOBE
and YOKOHAMA, on SATURDAY, the
20th inst.

Consular Invoice of Goods for United
States Points should be in Quadruplicate,
and one Copy must be sent forward by
the Steamer to the care of the GENERAL
PASSENGER AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, March 4, 1897. 459

Shipping.

Steamers.

NIPPON YUSEN KAISHA.
TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA
MOJI, KOBE AND YOKOHAMA.

Through Passenger Tickets and Bills of
Lading issued for the Principal Cities in
the UNITED STATES, CANADA,
and EUROPE, in connection with the
Great Northern Railway and Atlantic
Steamers.

The Co.'s Steamship
Tenjin Maru,
Capt. R. J. BROWN, will
be despatched as above
on MONDAY, the 13th inst., at Day-
light, instead of as previously advertised.

Consular Invoices of Goods for United
States Points should be in Quadruplicate,
and one Copy must be mailed by the
Steamer to the care of the Freight Agent,
Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.
Hongkong, March 12, 1897. 410

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

The Co.'s Steamship
Taiwan,
Capt. NIELSEN, will be
despatched as above
on MONDAY, the 13th inst., at Noon.

The attention of Passengers is directed
to the Superior Accommodation offered
by this Steamer. First-class Saloon
is situated forward of the Engine
A Refrigerating Chamber ensures the
supply of Fresh Provisions during the
entire voyage. A fully-qualified Surgeon
is carried, and the Vessel is fitted through-
out with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1897. 373

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship
Yokohama,
Capt. W. WADSWORTH, will be
despatched as above
on SATURDAY, the 13th inst., at
4 p.m.

This Steamer has superior Accommodation
for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, March 10, 1897. 453

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship
Hakata,
Capt. KOUCH, will be
despatched for the above
Ports on SUNDAY, the 14th inst., at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & Co.,
General Managers.
Hongkong, March 11, 1897. 405

CHINA NAVIGATION COMPANY,
LIMITED.

FOR ILOILO.

The Co.'s Steamship
Taiwan,
Capt. FRANCE, will be
despatched as above
on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 11, 1897. 490

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Singapore,
Capt. T. R. GARDINER, will be
despatched as above
on TUESDAY, the 16th inst., at
3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, March 11, 1897. 407

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship
Idzumi Maru,
Capt. J. M. CUNNINGHAM, will be
despatched as above
on THURSDAY, the 18th inst., at
Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.
Hongkong, March 10, 1897. 458

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(SUBJECT TO ALTERATION.)

CHITKAONG.....[Saturday] 20th March.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND OREGON AT THROUGH RATES.

The Steamer *Chitkaong*,
will be despatched hence
for VICTORIA, B.C.,
and PORTLAND, OREGON, via KOBE
and YOKOHAMA, on SATURDAY, the
20th inst.

Consular Invoice of Goods for United
States Points should be in Quadruplicate,
and one Copy must be sent forward by
the Steamer to the care of the GENERAL
PASSENGER AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, March 4, 1897. 459

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CHEFOO AND NEWCHOWANG.

The Co.'s Steamship
Bocheon,
Capt. BLACKBURN, will be
despatched as above
on MONDAY, the 15th inst., at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 10, 1897. 461

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Strathglen,
will be despatched for the above
Ports on MON-
DAY, the 15th inst., instead of as pre-
viously advertised.

S. S. *Macdonald*, to sail about 22nd March,
1897.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 4, 1897. 423

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

The Co.'s Steamship
Taiwan,
Capt. RAMSAY, will be
despatched as above
on TUESDAY, the 16th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 4, 1897. 453

FOR YOKOHAMA (DIRECT).

The Steamship
Taiwan Maru
will be despatched for the above Port on or
about the 16th March.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 3, 1897. 447

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND
YOKOHAMA.

The Co.'s Steamship
Yushima Maru,
Capt. J. JONES, will be
despatched as above
on FRIDAY, the 19th inst., at Noon.

This Steamer is fitted with Superior
Passenger Accommodation, and is lit by
electricity throughout. A duly qualified
Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.
Hongkong, March 10, 1897. 459

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship
Asquith,
will be despatched as above
on MONDAY, the 22nd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 10, 1897. 491

'RICKMERS' REGULAR LINE OF
STEAMERS.

FOR BREMEN AND HAMBURG.
(Through Rates to RED SEA,
MEDITERRANEAN AND BLACK
SEA PORTS.)

The Co.'s Steamship
Maria Rickmers,
Capt. BRUN, will be
despatched as above
on MONDAY, the 22nd inst.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, March 10, 1897. 454

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNS-
VILLE, BRISBANE, SYDNEY
AND MELBOURNE.

The Co.'s Steamship
Tokio Maru,
Capt. E. S. BARTON, will be
despatched as above
on FRIDAY, the 26th inst., at 4 p.m.

This Steamer possesses Superior Passenger
Accommodation and carries a duly-qualified
Doctor and a European Stewardess.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.
Hongkong, February 23, 1897. 361

FOR NEW YORK VIA SUEZ CANAL.

The British Steamship
Broomfield,
Capt. PERKINS, will be
despatched for the above
Port on or about the 3rd April.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, March 5, 1897. 457

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.T. British ship
Falls of Dee,
Lock, Master, shortly expected,
will load here for the above Port
and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, February 10, 1897. 394

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Guilin (via Shanghai, Nagasaki, Kobe, Yokohama and Hilo).....[Saturday] March 13, at noon.

Doric (via Shanghai, Nagasaki, Kobe, Yokohama and Hilo).....[Thursday] April 1, at noon.

Belgia (via Shanghai, Nagasaki, Kobe, Yokohama and Hilo).....[Thursday] April 22, at noon.

THE Steamship *GAELIC* will be
despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, TO-MORROW, the 13th March,
at Noon.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
atlantic lines of Steamers, and to the principal
cities of the United States and Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full, and same will be received at
the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the
Company, No. 1, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, March 12, 1897. 389

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and Hilo).....[Tuesday] March 23, at noon.

China (via Shanghai, Nagasaki, Kobe, Yokohama and Hilo).....[Tuesday] April 13, at noon.

Prize (via Shanghai, Nagasaki, Kobe, Yokohama and Hilo).....[Saturday] May 1, at noon.

THE U. S. Mail S. S. *CITY OF*
PEKING will be despatched for
SAN FRANCISCO, via SHANGHAI,
NAGASAKI, KOBE, INLAND SEA
and YOKOHAMA, on TUESDAY, the
23rd March, at Noon, taking Passengers
and Freight for Japan, the United States,
and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all trans-
atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE, and the CANA-
DIAN PACIFIC RAILWAY, also the CANA-
DIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CHINA in the United States have
the choice of the Overland Routes, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and all
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
passage.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havanna, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until
5 p.m. the day previous to sailing. Par-
cel Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; rates
of transit required.

HONGKONG MARKET PRICES.
Corrected to Saturday, March 6, 1897.
At 1020 Cash and Dollar Market.

Butcher Meat.	Chinese Name.	Price.
Bacon, English, lb.	來路烟肉	240
" " Sugar cured, "	花旗烟肉	240
" " Foochow, "	福州烟肉	240
" " Japan, cured, "	日本烟肉	240
Beef, air-dried & prime cut, catty	尾龍扒	140
" " Corned, "	鹹牛肉	140
" " Roast, "	燒牛肉	130
" " Soup, "	燉牛肉	100
" " Steak, "	牛腩	120
Bullock's Brains, per set	牛腦	60
" " Tongue fresh, each	牛舌	250
" " " " " "	牛舌	310
" " Head, "	牛頭	500
" " Heart, "	牛心	150
" " Hump, Salt, catty	牛肩	140
" " Feet, each	牛蹄	80
" " Kidneys, "	牛腰	50
" " Tail, "	牛尾	100
" " Liver, catty	牛肝	70
" " Tripe (undressed), catty	牛肚	60
Calves Head and Feet, set	牛仔頭脚	500
Hams, American, lb.	花旗火腿	340
" " Chinese, "	金華火腿	340
" " English, Now, "	來路火腿	420
" " Japan cured, "	日本火腿	280
" " Shanghai, "	上海火腿	220
Mutton Chop, "	羊排	150
" " Leg, "	羊腿	150
" " Shoulder, "	羊肩	120
Pigs Chitlings, catty	豬雜	70
" " Feet, "	豬蹄	110
" " Fry, "	豬肝	100
" " Head, each	豬頭	60
" " Heart, "	豬心	40
" " Kidneys, pair	豬腰	160
" " Liver, lb.	豬肝	180
Pork Chop, catty	豬排	180
" " Corned, "	鹹豬肉	180
" " Leg, "	豬腿	190
" " Fat or Lard, "	豬油	140
Sheep's Head and Feet, set	羊頭脚	350
" " Heart, each	羊心	50
" " Kidneys, lb.	羊腰	150
" " Liver, lb.	羊肝	140
Sucking Figs, each	羊仔	\$1.75
Beef, lb.	生牛油	110
" " Mutton, "	生牛油	100
" " Veal, catty	生牛油	130

Vegetables, &c.	Price.
Artichokes, Shanghai, catty	50
Bonans, (French), "	120
" " Long, "	20
Beet Root, each	20
Brimjals, Green, catty	40
" " Red, "	30
Brassica, "	30
Bamboo Shoots, "	110
Cabbage, Chinese com., "	40
Cabbage, Shanghai, each	60
Cauliflower, "	150
Carrots, catty	30
Celery, Chinese, "	40
" " English, "	60
Chilies Dried, "	180
" " Red, "	140
Curry Stuff, English, "	40
Cucumbers, "	30
Butter Squash, "	50
Garlic, "	50
Ginger, young, "	80
Horse Radish, lb.	120
Indian Corn, "	20
Lettuce, (English), each	10
Mushrooms, Fresh, catty	70
Onions, Dutch, "	30
" " Green, "	40
" " Japan, "	140
Okra, "	40
Parsley, English, bundle	10
Potatoes, Sweet, catty	20
" " Shanghai, "	20
" " Japan, "	20
" " American, "	30
" " Foochow, "	30
" " Macao, "	30
Pumpkin, "	20
Purplins, "	20
Papaw, "	25
Radish, dozen	40
Rice, best quality, per picul	\$4.50
" " Common, "	\$4.10
Shallots, catty	80
Spinage, (Chinese), "	80
Spinage, "	80
Squash, "	40
Snake Gourd, "	40
Tomatoes, "	20
Taro, "	20
Turnips, Puri, (Long), each	10
Vegetable Marrow, catty	20
" " (Long), "	20
Water Cress, "	60

Seafood.	Price.
Barbel, catty	180
Bream, "	200
Bombay Ducks, 100 pieces	260
Clon Fresh Water Fish, catty	20
Cray, "	130
Catfish, "	80
Codfish, Salt, "	80
Crabs, "	180
Cuttle Fish, "	80
Dab, "	80
Dace, "	90
Dog Fish, "	80
Eels, Congor, "	80
" " Fresh water, "	80
Eels, Yellow, "	180
Fish, "	180
Frog, "	180
Fresh Fish, "	80
Garoupe, "	80
Gudgeon, "	80
Gurnard, "	80
Herring, "	180
" " smoked, box	180
Halibut, catty	160
Labrus, "	180
Loach, "	180
Lobsters, "	110
Macarel, "	180
Mack Fish, "	180
Mullet, "	110
Oysters, "	170
Purplins, "	180

Seafood.	Price.
Perch, catty	70
Pike, "	300
Plaice, "	300
Pomfret, White, "	200
Pomfret, Black, "	120
Prawns, "	270
Ray, "	50
Rock Fish, "	70
Roach, "	240
Salmon, (Canton), "	60
Shark, "	110
Salt Fish, "	100
Skate, "	100
Sardines, "	150
Snapper, "	160
Sole, "	160
Tench, "	130
Turbot, "	200
Turtles, small, fresh water, "	80
Whiting, "	80
White Bait, "	80

Seafood.	Price.
Apples, (California), catty	100
" " (Hawaii), "	100
" " (Japan), "	100
Bananas, (Hawaii), "	30
" " (Hawaii), "	30
Chestnuts, Chinese, "	100
Carambola, "	100
Cocoanuts, each	50
Ground Nuts, catty	50
Grapes, "	170
Lemons, China, "	60
" " Feet, "	280
Lichos, Dried, "	280
" " Fresh, "	280
Limes, "	280
Mango, (Siam), each	40
" " (Manila), "	40
Mangosteens, dozen	40
Oranges, Sweet, catty	40
" " Green, "	40
" " Red, "	40
Olive, "	80
Pine-apples, each	50
Pears, catty	120
" " (Tientsin), "	120
Pumelo, each	90
" " (Siam), catty	100
Peach, (Sweet), "	40
Raisins, Muscatel, "	40
" " Pudding, "	40
Water Chestnuts, com., "	40
" " Mandarin, "	40
Walnuts, "	130

Seafood.	Price.
Artichokes, Shanghai, catty	50
Bonans, (French), "	120
" " Long, "	20
Beet Root, each	20
Brimjals, Green, catty	40
" " Red, "	30
Brassica, "	30
Bamboo Shoots, "	110
Cabbage, Chinese com., "	40
Cabbage, Shanghai, each	60
Cauliflower, "	150
Carrots, catty	30
Celery, Chinese, "	40
" " English, "	60
Chilies Dried, "	180
" " Red, "	140
Curry Stuff, English, "	40
Cucumbers, "	30
Butter Squash, "	50
Garlic, "	50
Ginger, young, "	80
Horse Radish, lb.	120
Indian Corn, "	20
Lettuce, (English), each	10
Mushrooms, Fresh, catty	70
Onions, Dutch, "	30
" " Green, "	40
" " Japan, "	140
Okra, "	40
Parsley, English, bundle	10
Potatoes, Sweet, catty	20
" " Shanghai, "	20
" " Japan, "	20
" " American, "	30
" " Foochow, "	30
" " Macao, "	30
Pumpkin, "	20
Purplins, "	20
Papaw, "	25
Radish, dozen	40
Rice, best quality, per picul	\$4.50
" " Common, "	\$4.10
Shallots, catty	80
Spinage, (Chinese), "	80
Spinage, "	80
Squash, "	40
Snake Gourd, "	40
Tomatoes, "	20
Taro, "	20
Turnips, Puri, (Long), each	10
Vegetable Marrow, catty	20
" " (Long), "	20
Water Cress, "	60

PORTAL GENIUS IN CHILDREN.
Mr. Andrew Lang does not accept Dr. Johnson's definition of genius as "an unmeasured capacity for doing things without taking pains." There are, Mr. Lang is very sure, prodigious natural differences from the very first in the aptitudes of children, and no amount of training can in later years overcome these differences. He cites in proof of this instances of natural mathematical genius, and other instances, such as those of Macaulay and Sir William Hamilton, where there was absolute incapacity to learn even the simplest rules of arithmetic. He refers also to the natural aptitude of musical prodigies to sustain his point; but in the matter of poetical genius, he admits that its beginnings in childhood are difficult to recognize. He says on this point (North American Review, January) will probably overthrow some fond popular conceptions, as he finds that the childhood of great poets is apt to be anything but agreeable and inspiring. Here is a part of what he has to say:
"If we turn to poetry, it becomes far more difficult to trace in mathematics and music to recognize early genius. Thousands of boys rise from a very early age, thousands of boys who will never be poets. Now the times of the boys who were destined to be poets have usually been no better than the times of boys who were destined to fall back on prose."
"The young Mozart was, from the age of four, undeniably a born musician. The young Milton, or Leonardo, or Landseer, or West, was from early boyhood, undeniably a born painter. But the boyish poems of Scott, Keats, Byron, Coleridge, and Tennyson were not a whit better, and were often a good deal worse, than those of boys who were not to be poets at all."
"As most children have many of the imaginative qualities of genius, the gift of dreams, and as most children who are to be men of genius display little special power—except in music, arithmetic, and drawing—it is not an easy thing for parents to know whether they have a genius in the family or not."
"As far as I have studied the childhood of genius, it commonly shows itself in performance than in character, and, alas, not agreeably! The future genius is often violent, ferocious, fond of solitude, disagreeable in society."
"Scott's childhood was noisy. He yelled poems at the top of his voice. He loved the lonely hills. He read forever, when he was not wandering alone, and he remembered everything that he read. He was a dreamer, a teller of romances to himself, and he delighted in fighting, as did Keats. He studied everything except his books. His enthusiasm for poetry made a lady recognize him for a genius at the age of six, but his father, though he would end in a strolling fiddler."
"Unluckily, said a dreamy, pugnacious boy was not at all uncommon. They do not become poets (not that he was sulky), nor Da Guessins, nor Napoleons, nor Byrons—for Byron, too, was a passionate, lonely, morbid kind of boy, with terrible fits of temper. His early poems were true."
"Shelley's early poems were trash; Scott's were such as almost any cleverish schoolboy can write, and there is no promise at all in the Tennyson's 'Poems by Two Brothers.'"
"Shelley, indeed, was rather 'mad' at school, where he cursed his father and the king, and wrote the silliest of all schoolboy novels. He, also, was dreamy and solitary, but by no manner of means fond of fighting. In all these cases, 'country' was needed, but whether country in boyhood can be taken as promise of character and genius is another question. At school in Scotland, a few boys, like 'Mad Shelley,' were called 'daffy.' None of them has the genius name, and were all 'daffies' in boyhood, but all 'daffies' do not become great men."
"Coleridge was a 'daffy.' I took no pleasure in boyish sports, but read incessantly. The other boys drove him from among them. He would read early and late, and saw so many ghosts that he did not believe in them. Before I was eight years old I was a 'daffy,' he says—and not an agreeable character. He was vain, lazy, he dreamed, and he despised everybody. He ran away from home, and stayed out all night in the rain. His son, Hartley, was the same child over again, and a metaphysical philosopher from his cradle."
"In most of these cases, in addition to mooring, solitary ways, and moody temper, there was conspicuous intellect in the young genius. He could read early and late, and saw so many ghosts that he did not believe in them. Before I was eight years old I was a 'daffy,' he says—and not an agreeable character. He was vain, lazy, he dreamed, and he despised everybody. He ran away from home, and stayed out all night in the rain. His son, Hartley, was the same child over again, and a metaphysical philosopher from his cradle."
"For part, genius or no genius, I do hate a boy who shuns boyish sports, as you so often read in biographies. But, on a general survey of genius in childhood, I think that we ought to try to put up with it, and not to bully it at school, 'at least as far as we are able.'"
"If the genius is a born artist, he is likely to be popular for drawing dogs, horses, and the schoolmaster. If he is going to be a poet—a boy who rather pities him, in his school days. A Scott, a Keats, may make himself respected at school by a general readiness to fight all challenges, to take a flogging, or a Shelley, should probably not be sent to school at all, and genius rarely passes through the university without what Coleridge calls 'a row.'"
"Perhaps these remarks may console parents of lonely, morbid, and ungovernable sons. Perhaps they may modify the contempt of schoolboys for 'daffies.' Don't bully such lads; don't thwart them needlessly. They may be children of promise, the odds, unlikely, are against any future performance. At all events, do not drive them too hard into ungenial industries."

CRICKET LEGISLATION.
Mr. F. R. Spafford, the well-known Derbyshire amateur, whose qualification to speak on the subject nobody will question, writes to a contemporary—The all-absorbing topic among cricketers seems to be the 'follow-on' rule; but this rule is, I think, no matter how much it is altered, it will have much effect on the game, seeing that in the annals of first-class cricket it has only been 'infringed' twice and that by a body of cricketers any one would have least expected it from. In the first instance, the 'follow-on' rule was introduced by the M. C. C. thought it so serious as to alter the rule, it showed the worst possible taste to break it again. But what I consider a far more serious consideration for the authorities is, are they going to legislate throwing? It is generally a first-class county which does not include a 'thrower' among its cricketers, many of them men who would seem to cheat an opponent out, and who, if a wicket-keeper were in the habit of kicking down the stumps or knocking off the bats with his hands and appealing for a bowl out, would not hesitate to bring him before his committee, or refuse to play with him again. Still, they will not employ a man to throw, but will actually throw themselves, and acknowledge it if they are caught. 'Others do it, and they will name many. This practice of throwing is growing rapidly, and many young cricketers are now adopting it who a year or so back were quite above suspicion. Australia has now taken it up, and with the best cricketers there was delivered a 'FAIR BALL,' and although I am quite aware I may raise a 'home' nest about my head by mentioning names, I allude to Mr. B. B. B. who I shall always maintain, should never be allowed to play under the existing rule. Now I think it is only fair I should mention an Englishman, and although I could name many I am anxious not to injure any one. So I will take Bobby Peel, one of England's best bowlers, who has no need to resort to throwing. I acknowledge he does not often take to it, still it is well known to cricketers that at times he 'does.' Again, there are many who, while not exactly throwing, do not bowl fairly according to the existing rule. They 'put the ball, which they throw only from one point, mostly the elbow.' The remedy for this unfair play is rather hard to find, especially as there is no umpire in England who dare not ball a cricketer, while should a fair bowler even touch the bowler's crease when delivering a ball he is at once 'called.' I am of opinion the best way to put down throwing is to form a committee of all the captains of the first-class counties, with Lord Harris as chairman, and on any one being reported for throwing, a vote be taken, and if unfavorable the cricketer be suspended for a week, if brought up a second time fined and suspended, a third time he should be disqualified for the season. Both jockeys and footballers are suspended and fined for unfairness, and why should cricketers be exempt? In conclusion, if nothing is to be done in the matter, the best way is to legalize throwing, and in one season it would bring about its own cure.

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